

## **Report to Partnership Meeting 3 February 2017**

### **CONSULTATION**

#### **Scottish Government Climate Change Plan**

##### **Purpose of Report**

The purpose of this report is to update Members on the draft Climate Change Plan which was laid before the Scottish Parliament in January and support discussion on how the Partnership might choose to respond to the related Call for Evidence.

##### **Introduction**

The Scottish Government passed the Climate Change (Scotland) Act in 2009, which in part requires the Scottish Government to publish regular plans for meeting future emission reduction targets. On the 19<sup>th</sup> January 2017, the draft Climate Change Plan (the draft third report on proposals and policies (RPP3) for meeting Scotland's annual greenhouse gas emissions targets) was laid in the Scottish Parliament to cover the period 2017 - 2032. The draft Plan is subject to a 60 day period of Parliamentary scrutiny.

This report summarises the main targets of the Climate Change Plan and the measures that Scottish Government will look to implement in regards to transport to meet the aims of the Plan.

RTPs have a duty in regards to The Climate Change (Scotland) Act 2009. Further to the Act, in 2015 the Scottish Government introduced an Order requiring all 150 Public Bodies who appear on the Major Player list to report annually to Scottish Ministers on their compliance with the climate change duties. HITRANS Climate Change Duty Annual Report was approved at the November 2016 Partnership meeting.

##### **Content of the Plan**

The plan sets out the Scottish Government path to decarbonisation out to 2032. This includes both the use of low carbon fuels and technologies as well as other emission reduction action, including land use and reducing demand from our energy system.

Before setting a batch of annual targets, Scottish Ministers must request advice from the Committee on Climate Change (CCC). The CCC is an independent body established by the UK Climate Change Act 2009 to provide climate change advice to the UK Government and devolved administrations. Following advice from the CCC in March 2016 and then again in July 2016, the Scottish Parliament passed legislation setting the third batch of annual targets in October 2016, for the years 2028 to 2032. The targets set an emission reduction pathway to 2032 and in doing so establish a 2032 target that represents a 66% reduction below 1990 levels.

The Scottish Government envisages a significant decarbonisation of transport by 2032, with emissions reducing by 32% compared to 2014. The main aims to achieve this include:

- Low emission cars and vans will be widespread and becoming the norm;
- Low emission HGVs will be more common;
- A third of the ferries owned by the Scottish Government will be low carbon;
- Aircraft fleets will be on the cusp of radical new designs;
- Freight infrastructure will feature more efficient HGVs operating from out-of-town consolidation centres; and
- Low emission vehicles will also play a role in energy storage within the wider energy system.

There is a recognition within the Plan that individuals and households account for over three-quarters of Scotland's consumption emissions. The Scottish Government have laid out, within the plan, 10 key behaviours to try and mitigate this impact. Three of these behaviours are directly linked to transport:

- Becoming less reliant on the car (walking, cycling, using public transport and/or car-sharing instead of driving)
- Driving more efficiently (using a low carbon vehicle (fuel efficient, hybrid, alternative fuel or electric), and/or following fuel-efficient driving principles)
- Using alternatives to flying where practical (e.g. train or teleconferencing for business)

The report is split into separate sectors, with transport being included as one. There are several policy outcomes included within the transport sector:

- Average emissions per kilometre of new cars and vans registered in Scotland to reduce in line with current and future EU/UK vehicle emission standards
- Proportion of ultra-low emission new cars and vans registered in Scotland annually to reach or exceed 40% by 2032.
- Average emissions per tonne kilometre of road freight to fall by 28% by 2032.
- Proportion of the Scottish bus fleet which are low emission vehicles has increased to 50% by 2032.
- By 2032 low emission solutions have been widely adopted at Scottish ports and airports.
- Proportion of ferries in Scottish Government ownership which are low emission has increased to 30% by 2032.
- We will have electrified 35% of the Scottish Rail network by 2032.
- Proportion of total domestic passenger journeys travelled by active travel modes has increased by 2032, in line with our Active Travel Vision, including the Cycling Action Plan for Scotland Vision that 10% of everyday journeys will be by bike by 2020.

The Plan makes a further comment that an increased number of journeys to be made by active travel will further reduce congestion and pollution, in addition to the associated benefits that come through living an active lifestyle. Active travel and lift sharing offer a potential route to combat transport poverty by increasing the availability of low-cost, low carbon transport options and reducing the need to own a car. Car clubs will allow households to access efficient vehicles without the costs associated with car ownership. These policies and the actions taken to achieve them are laid out in full in appendix 1.

### **Call for Evidence**

Four parliamentary committees have launched a joint call for views on the Scottish Government's plan on how it will meet climate change targets from 2017 to 2032. The Rural Economy and Connectivity Committee has a focus on rural affairs, agriculture,

forestry and transport. The joint call for views is asking for opinions on the following questions, as they relate to their specific remits:

- Progress to date in cutting emissions within the sector/sectors of interest and implementing the proposals and policies set out in the RPP2;
- The scale of reductions proposed within their sector/s and appropriateness and effectiveness of the proposals and policies within the draft RPP3 for meeting the annual emissions targets and contributing towards the 2020 and 2050 targets;
- The appropriateness of the timescales over which the proposals and policies within the draft RPP3 are expected to take effect;
- The extent to which the proposals and policies reflect considerations about behaviour change and opportunities to secure wide benefits (e.g. environmental, financial and health) from specific interventions in particular sectors.

Parliamentary evidence is due for submission on the 10<sup>th</sup> February 2017.

RTPs will have until mid-March to make representations to Scottish Ministers on the draft RPP3 itself in line with the 60 days of Parliamentary scrutiny.

It is intended that a joint RTP response will be prepared for both the Call for Evidence and on the draft RPP3. The Board is invited to consider the coverage of the Plan and the Call for Evidence and whether a separate HITRANS response would add value over and above the joint RTP response. If a HITRANS specific response is to be submitted officers could prepare this either for approval following electronic circulation of the response to Board Members or via delegation to the Chair and Director.

## **Risk Register**

### RTS Delivery

Impact - Positive

Comment – The Climate Change Plan provides leadership and policy direction that HITRANS will reflect in our own work and set out in the RTS.

### Policy

Impact – Neutral

### Financial

Impact – Neutral

Budget line and value – There is no budget implication from this report.

### Equality

Impact – Neutral

## **RECOMMENDATIONS**

Members are asked to:

1. Note the report.

2. The Board is invited to consider the coverage of the Plan and the Call for Evidence and whether a separate HITRANS response would add value over and above the joint RTP response.
3. If a separate HITRANS response is to be submitted the Board is asked to approve the delegation to the Chair and Director to sign this off at draft stage prior to electronic circulation to other Board Members.

**Report by:** Ranald Robertson  
**Designation:** Partnership Director  
**Date:** 25<sup>th</sup> January 2017